

CLASSIFIED MESSAGE

DATE

TOP SECRET

1537Z 22 JAN 63

DIRECTOR

25X1A

OSA (1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16)

S/C (17)

25X1A

TOR: 1707Z 22 JAN 63

25X1A

IN 63370

PRITY

PRITY

0654

NO NITE ACTION

25X1A

25X1A

25X1A

COL LEDFORD FROM

25X1D

1. MSN 3215 WENT VERY SMOOTHLY. ROUTE WAS FLOWN AS BRIEFED WITH NO KNOWN DEVIATIONS. NAVIGATION WAS A DIFFICULT PROBLEM AS THE MSN COVERED A VERY DESOLATE REGION WITH FEW CHECKPOINTS AND MANY MOUNTAINS. THE WEATHER WAS GENERALLY AS BRIEFED AND THE MSN WAS WITHIN ONE MINUTE OF THE FLT PLAN ALL THE WAY AROUND.

3. ALL SYSTEMS AND SPECIAL EQUIPMENT FUNCTIONED VERY WELL DURING THE MSN UP TO THE POINT THAT A LOWER QUE-BAY SEAL BLEW. THE DRIVER REPORTS HE HAD FINISHED HIS FLIGHT LINES AND HAD SHUT

TOP SECRET

25X1A

25X1A

[REDACTED] 8654 IN 63370

T O P S E C R E T

PAGE TWO

OFF THE [REDACTED] HAVING EXITED THE AREA OF INTEREST. THE QUE-BAY

PRESSURE WENT TO 57M FT AND STABILIZED. CABIN PRESSURE WENT TO

42M. THE PRESSURE LOSS CAUSED THE INVERTER TO FAIL. THE HATCH

HEATER BLOWER ALSO FAILED CAUSING THE HATCH HEATER TO PUT OUT

EXCESSIVE HEAT BEFORE IT IN TURN FAILED. THE HEAT DAMAGED THE

[REDACTED] RIGHT ACCESS COVER ASSY. WE HAVE PLACED AN URGENT

REQUISITION FOR THIS PART. IN THE MEANTIME ONE CONFIG IS AACP.

THIS ONE PROBLEM MARRED WHAT OTHERWISE WOULD HAVE BEEN A VERY
GOOD MISSION.

4. THERE WAS NO FUEL CURVE PROBLEM AS WAS ENCOUNTERED ON MSN
3213 AND THE ACFT WAS IN EXCELLENT SHAPE EXCEPT FOR THE QUE-BAY
PRESSURIZATION ITEM.

END OF MESSAGE

T O P S E C R E T